

CITY COUNCIL, CITY OF LODI
CITY HALL COUNCIL CHAMBERS

December 16, 1981

A regular meeting of the City Council of the City of Lodi was held beginning at 8:00 p.m., Wednesday, December 16, 1981 in the City Hall Council Chambers.

ROLL CALL	<p>Present: Councilmen - Hughes, Katnich, Pinkerton, and McCarty (Mayor)</p> <p>Absent: Councilmen - Murphy</p> <p>Also Present: City Manager Glaves, Assistant City Manager Glenn, Public Works Director Ronsko, Community Development Director Schroeder, City Attorney Stein, and City Clerk Reimche.</p>
INVOCATION	The invocation was given by Dr. R.E. Morton, Retired, St. Paul's American Lutheran Church
PLEDGE OF ALLEGIANCE	The Pledge of Allegiance was led by Mayor McCarty
PRESENTATIONS	<p>SPARC Design Awards were presented as follows to honor well designed projects that have been constructed in the City of Lodi:</p> <p>a) Stockton Savings and Loan, 1150 West Kettleman Lane</p> <p>b) Ellis Car Wash Remodel, 820 South Cherokee Lane</p> <p>c) Mervyn's Fry's/Vineyard Shopping Center Landscaping and Site Plan, Hutchins Street and Kettleman Lane</p> <p>d) Pleasant Avenue Business Office, 222 West Lockeford Street</p> <p>e) Graham Dental Office, 1208 West Tokay</p> <p>f) Heminger/Reiswig Office Building, 8 South Hutchins</p> <p>g) Oaks Apartment Complex, 835 West Harney Lane</p> <p>h) Winchester Oaks, 2424, 2510, and 2516 Winchester Drive</p> <p>i) PCP Warehouse, 835 South Stockton Street</p> <p>j) West Warehouse, 104 West Turner Road</p> <p>The awards were presented by Mr. David Morimoto, Assistant Planner and Planning Commissioner Joanne Hoffman</p>
SPARC DESIGN AWARDS	
PUBLIC HEARINGS	Notice thereof having been published in accordance with law and affidavit of publication being on file in the office of the City Clerk, Mayor McCarty

Continued December 16, 1981

PUBLIC HEARINGS
(Cont'd)

UNMET TRANSIT
NEEDS - CITY OF
LODI

called for the Public Hearing regarding the unmet transit needs for the City of Lodi, which hearing was continued from 3:00 p.m. this afternoon. Mayor McCarty announced that pursuant to the State of California Transportation Development Act, the Regional Transportation Planning Agency in San Joaquin County is mandated to conduct a series of Public hearings to determine any unmet transit needs in any given area that may reasonably be met.

There were no persons in the audience wishing to give testimony on the matter and the public portion of the hearing was closed.

No action was taken by the Council on this matter.

VACATION OF A
PORTION OF DAISY
AVENUE BETWEEN
PLEASANT AVENUE
AND CHURCH
STREET

Notice thereof having been published and posted, and affidavits of publication and posting being on file in the office of the City Clerk, Mayor McCarty called for the Public Hearing to consider the vacation of a portion of Daisy Avenue between Pleasant Avenue and Church Street.

The matter was introduced by Public Works Director Ronsko who presented a diagram of the subject area.

There were no persons in the audience wishing to speak on the matter and the public portion of the hearing was closed.

Council was apprised that following review of the matter, the Planning Commission had recommended approval by the Council of the subject vacation.

On motion of Councilman Pinkerton, Hughes second, Council determined that no public need existed and abandoned a portion of Daisy Avenue between Pleasant Avenue and Church Street subject to the reservation of public utility easements as determined by the Public Works Director.

PLANNING
COMMISSION

The following report was given of the December 14, 1981 Planning Commission meeting:

The Planning Commission:

MATTERS SET
FOR PUBLIC
HEARING

1) Recommended the approval of the request of Genie Development and Guarantee Savings and Loan to amend P-D(15), Planned Development District No. 15, to permit duplexes on corner lots in Beckman Ranch Subdivision, Units IV and V.

On motion of Councilman Pinkerton, Katnich second, the matter was set for public hearing on January 6, 1982.

2) Recommended the approval of action initiated on its own motion to rezone the 10 acre East Side Winery property at 1550 Victor Road (State Route 12) from U-H, Unclassified Holding to M-2, Heavy Industrial.

On motion of Councilman Katnich, Hughes second, the matter was set for public hearing on January 6, 1982.

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VACATION OF A
PORTION OF DAISY
AVENUE BETWEEN
PLEASANT AVENUE
AND CHURCH STREET

cc-57(c)

The Planning Commission also -

3) Determined that no public need existed and recommended the abandonment of a portion of Daisy Avenue between Pleasant Avenue and Church Street subject to the reservation of public utility easements as determined by the Public Works Director.

ITEMS OF
INTEREST

The Planning Commission also -

1) By a 3 to 3 vote with Commissioner Kirst absent, denied the request of Beverly Enterprises for a Use Permit to convert a single-family lot at 1001 York Street to off-street parking to permit the expansion of Fairmont Rehabilitation Hospital at 950 South Fairmont Avenue.

2) Approved the request of Baumbach and Piazza, Consulting Engineers, on behalf of Marvin Wiebe for: (1) a Revised Tentative Map of Summerfield, Unit #2, a 66-lot single-family condominium project proposed for 1820 and 1902 South Church Street in an area zoned P-D (22), Planned Development District No. 22; and (2) a Use Permit (U-81-44) to construct the above identified project.

3) Approved the request of Baumbach and Piazza, Consulting Engineers, on behalf of S.K. Brown for a Tentative Parcel Map to combine 2 lots at 416 and 422 West Pine Street (i.e. Lots 16 and 17, Block 3, Larson's Pine Street Addition) in an area zoned R-C-P, Residential, Commercial, Professional.

COMMUNICATIONS
CITY CLERK

cc-7(2)
cc-43

City Clerk Reimche presented a check which had been received from the "Old" Lodi High School Foundation in the amount of \$5,000.00. Councilman Pinkerton colored in the appropriate number of blocks on the graph indicating total contribution to date.

COMMENTS BY
CITY COUNCIL-
MEN

Holiday greetings and best wishes were extended to fellow councilmen, staff and to all the citizens of Lodi.

REPORT OF CITY
MANAGER

In accordance with report and recommendation of the City Manager, the following actions, hereby set forth between asterisks, on motion of Councilman Hughes, Katnich second, were approved by the Council.

CONSENT CALENDAR

CLAIMS cc-21(a)

CLAIMS WERE APPROVED IN THE AMOUNT OF \$1,280,072.22

Council adopted the following resolution pertaining to the Turner Road and Cluff Avenue Assessment District:

RESOLUTION NO. 81-174

RESOLUTION DETER-
MINING UNPAID
ASSESSMENTS AND
PROVIDING FOR
ISSUANCE OF BONDS
TURNER ROAD AND
CLUFF AVENUE
ASSESSMENT
DISTRICT
RES. NO. 81-174

RESOLUTION DETERMINING UNPAID ASSESSMENTS AND PROVIDING FOR ISSUANCE OF BONDS - TURNER ROAD AND CLUFF AVENUE ASSESSMENT DISTRICT.

cc-10(2)
cc-300

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"YIELD" SIGN
ESTABLISHED ON
EAST APPROACH
OF TURNER ROAD AT
LOWER SACRAMENTO
ROAD

CC-4512
CC-300

It was recommended that the City Council adopt a resolution establishing a "Yield" sign for the right turn movement on the east approach of Turner Road at Lower Sacramento Road. The separate right turn lane at this location can be used as a "free" right turn without creating problems at the intersection.

At the present time, the movement is prohibited by a "Stop" sign, but with the "Yield" sign a driver will be able to enter onto Lower Sacramento Road without making a full stop, or after yielding the right-of-way to vehicles on Lower Sacramento Road.

Council adopted the following resolution:

RES. NO. 81-175

RESOLUTION NO. 81-175

RESOLUTION ESTABLISHING A "YIELD" SIGN FOR THE RIGHT TURN MOVEMENT ON THE EAST APPROACH OF TURNER ROAD AT LOWER SACRAMENTO ROAD.

* * * * *

Agenda item "d" - "Ordinance/Resolution regarding downtown permit parking" was introduced by City Manager Graves. Council was informed that on October 20, 1981 the Central Lodi Improvement Committee (CLIC) brought before the City Council a series of recommendations regarding downtown parking. Council authorized the immediate implementation of the two-hour parking limit and directed staff to prepare whatever was necessary to implement the remaining recommendations. Staff is completing a revision of the parking section of the City Code, including the remaining downtown recommendations, which will be ready for Council consideration at the January meeting. Assuming no extraordinary delays, the subject section of the code could be operational in March. However, the shortage of employee parking in the downtown area has prompted CLIC to request the permit parking in City Lots 1, 3, and 4 be done as soon as possible; therefore, the attached Ordinances have been excerpted from the overall code revision and the attached implementing resolution prepared for consideration at this time.

CC-4512
CC-300
CC-109

Walter Sanborn, Chairman of the Central Lodi Improvement Committee (CLIC) addressed the Council regarding the matter.

ORDINANCE/
RESOLUTION
REGARDING DOWN-
TOWN PERMIT
PARKING

ORD. NO. 1247
RES. NO. 81-176

Following discussion with questions being directed to Staff, Council, on motion of Councilman Pinkerton, Katnich second, introduced Agenda Item 1247 - "Ordinance Establishing Permit Parking in City Parking Lots and Setting Forth Regulations Thereto". Further, on motion of Councilman Katnich, Hughes second, Council adopted Resolution No. 81-176 - "Resolution Establishing Public Parking Limits and Permit Parking in Various City Owned or Operated Parking Lots".

Walter Sanborn then gave a report regarding a recent meeting that he, Jack Bowen and Fred Weybret had with representatives of the Southern Pacific Transportation Company regarding the use of S.P. land within the City of Lodi for Parking.

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ORDINANCE/
RESOLUTION REGARD-
ING DOWNTOWN PER-
MIT PARKING
(Cont'd)

Mr. Sanborn stated that it looks favorable, that the door is open and that they will keep the Council apprised as things develop.

PERS CONTRI-
BUTIONS FOR
EMPLOYEES
REPRESENTED BY
IBEW

Assistant City Manager Glenn apprised the Council that in the Memorandum of Understanding between the City and the IBEW Local 1245, the City agreed to recommended to the City Council the following modification in the City's Contribution to the Public Employees Retirement System:

RES. NO. 81-177

cc-34
cc-300

"Effective the pay period beginning January 4, 1982, the City will pay into each represented employee's PERS account 1% of the employee's base salary".

Following discussion, Council, on motion of Councilman Hughes, Katnich second, adopted Resolution No. 81-177 adopting the aforereferenced agreement.

SPEED LIMIT AND
PEDESTRIAN
CROSSWALK ON
BRANDYWINE
DRIVE
ESTABLISHED

Council was apprised that residents along Brandywine Drive have complained of speeding along the street and have requested the installation of 3-way stops at Brandywine and Fairmont and Brandywine and Reisling to control the problem.

RES. NO. 81-178

cc-48(4)
cc-300

Brandywine Drive is a minor collector street approximately 1/2 mile in length with a curb-to-curb width of 44 feet and an existing Prima Facie Speed Limit of 25 MPH.

"Section 22352 of California Vehicle Code

(b) Twenty-five miles per hour.

(1) On any highway other than a state highway, in any business or residence district unless a different speed is determined by local authority under procedures set forth in this code."

The Engineering Division conducted a study of Brandywine and Fairmont and Brandywine and Reisling to determine if there was a need for multi-way stop signs. None of the suggested warrants were met.

City officials are frequently requested to install stop signs on residential streets to control speeding. One argument against this misuse of traffic control devices is that it encourages lack of respect for all traffic control devices. An available survey from another city shows that where unwarranted stop signs were installed as speed deterrents, there was an alarmingly high disobedience rate for the signs. (78% of the vehicles observed either did not stop or made rolling stops.)

A more effective argument is that unwarranted stop signs are not effective in reducing speeds.

The same survey showed average speeds were not significantly reduced after the installation of unwarranted stop signs, and there was a slight increase in high speeds, possibly because motorists were trying to make up for lost time after passing the sign.

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SPEED LIMIT
AND PEDESTRIAN
CROSSWALK ON
BRANDYWINE DRIVE
ESTABLISHED
(Cont'd)

Under present State of California "speed trap" laws, and more restrictive laws which will become effective January 1, 1982, radar cannot be used on Brandywine Drive to control speeding without an engineering study. To establish a realistic speed limit that can be enforced by radar, the Engineering Division conducted a speed survey along Brandywine Drive. In general, speed limits should be set at, or slightly below, the 85th percentile speed with special consideration being given to any unusual roadside conditions.

The 85th percentile speed on Brandywine Drive is 36 mph and the Engineering Department recommends that the limit be established at 30 mph. The reasons for establishing the speed limit at 6 mph below the 85th percentile speed are because of the curvature of the street and because 6 uncontrolled T-intersections intersect Brandywine Drive.

The pedestrian crossing would be installed across Brandywine Drive approximately 280 feet east of Thompson Drive and at a location where a walkway and wheelchair ramps are provided to a shopping center to the north.

Following discussion, with questions being directed to Staff, Council, on motion of Councilman Hughes, McCarty second, adopted Resolution No. 81-178
1) establishing a speed limit of 30 mph on Brandywine Drive between Ham Lane and Hutchins Street; and
2) established a pedestrian crosswalk across Brandywine Drive 280' east of Thompson Drive.

REQUEST FOR
DELAY OF PAY-
MENT FOR IMPROVE-
MENTS AT 1200
AND 1210 VICTOR
ROAD, LODI,
PURSUANT TO
AGREEMENT
DATED OCTOBER
17, 1980 WITH
MR. HOWARD
MEDLEN

Following introduction of the matter by City Attorney Stein, Council, on motion of Councilman Pinkerton, Hughes second, approved amended Agreement approving request for delay of payment for improvements at 1200 and 1210 Victor Road, Lodi pursuant to Agreement dated October 17, 1980 with Mr. Howard Medlen.

COUNCIL
AUTHORIZES
CITY'S SUPPORT
OF SPONSORSHIP
OF APWA RE-
SEARCH FOUNDA-
TION PROJECT
81-1-OPTIMIZING
PAVEMENT
INVESTMENT

There has been some research in recent years which indicates that if streets and highways do not receive timely rehabilitation, the subsequent costs to the local government and the general public increase rapidly. The determination of the economics of timely pavement rehabilitation is a key objective of this project.

Presently, the City of Lodi establishes an annual priority list of streets to be resurfaced or otherwise rehabilitated. The process is generally subjective. The number of miles treated is subject to budget limitations and the City is unable to quantify the additional taxpayer costs of a reduced appropriation.

By sponsorship of this study, working with up to 50 jurisdictions, the City of Lodi will be able to secure needed information at a fraction of its total cost and receive the benefit of the experience of other sponsors at the same time.

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COUNCIL AUTHORIZES CITY'S SUPPORT OF SPONSORSHIP OF APWA RESEARCH FOUNDATION PROJECT 81-1 OPTIMIZING PAVEMENT INVESTMENT (Cont'd)

cc-45(a)
cc-6

As a sponsor, the City of Lodi will appoint a representative to the project Advisory Committee. Periodic reports from the APWA project team will be received. The City of Lodi will provide input in order that we may be certain that our needs are considered and met. A panel of experts chosen from across the nation, representing project sponsors and the APWA Institutes for Municipal Engineering and Transportation, will act as a Steering Committee which will meet periodically with project staff.

The City's cost is limited to the sponsorship fee of \$2,000. All other costs will be in-house support of our role as a member of the Advisory Committee. This committee will meet only in conjunction with APWA's annual Congress and thus will not result in extra cost to the City. Should the project not be fully funded, we may approve a reduced scope of work or withdraw our sponsorship.

Over the past 13 years the APWA Research Foundation has successfully performed projects costing over \$3 million and sponsored by over 300 local governmental authorities. We have made regular use of many of these project results and have found them very helpful. Their use has resulted in reduced costs to the Public Works Department of the City Of Lodi.

COUNCIL AUTHORIZES BUDGET APPROPRIATIONS FOR THE CONVERSION OF THE UTILITY SYSTEM TO A TWO SHIFT OPERATION

Council discussion followed with questions being directed to staff. On motion of Councilman Pinkerton, Katnich second, Council authorized the City's support in the amount of \$2,000.00 of sponsorship of APWA Research Foundation Project 81-1, "Optimizing Pavement Investment".

COUNCIL AUTHORIZES POSITION OF "EQUIPMENT SERVICE WORKER" cc-24
cc-6

A number of items pertaining to personnel had been introduced to the City Council at the December 15, 1981 Informal Informational meeting. Lengthy discussion followed at both the Informal Informational meeting and at the regular Council session, with questions being directed to Staff.

COUNCIL AUTHORIZES HIRING OF AN ADDITIONAL RECREATIONAL SUPERVISOR

On motion of Councilman Katnich, Hughes second, Council authorized budget appropriations for the conversion of the Utility System to a two-shift operation with an answering service monitoring the system from 11:00 p.m. to 7:00 a.m. in the amount of \$17,300 and \$12,370.

On motion of Councilman Hughes, Katnich second, Council authorized the position of "Equipment Service Worker" at a salary of \$1143.00 per month - entry level.

cc-24
cc-6

On motion of Councilman Katnich, McCarty second, Council authorized the hiring of an additional Recreational Supervisor at an entry level salary of \$1520.00 per month.

COUNCIL DETERMINES NOT TO RENEW CONTRACT WITH NPC cc-4
cc-90

Following introduction of the matter by Staff, Council on motion of Councilman Hughes, Pinkerton second, authorized Staff to notify National Plan Coordinators that it is the City's intention not to renew its contract with them to administer the City's deferred income program, which contract terminates March 21, 1982.

Continued December 16, 1981

AGREEMENT WITH
CITY CAB
APPROVED

*dis-
cc-90*

Following introduction of the matter by Assistant City Manager Glenn, Council, on motion of Councilman Pinkerton, Katnich second, approved an Agreement with the City Cab Company of Lodi to provide day-to-day operations of a subsidized low-cost transportation system to all residents of the City of Lodi and authorized the Mayor and City Clerk to execute the Agreement on behalf of the City.

ADJOURNMENT

There being no further business to come before the council, Mayor McCarty adjourned the meeting at approximately 9:20 p.m.

ATTEST:

Alice M. Reimche
ALICE M. REIMCHE
City Clerk